

BAYSIDE BUZZ

Aug 2019 - December 2019 Bayside Sub-Section

Editor: Col Saxby



Welcome to Edition 5 of the Bayside Buzz.

Noting our last Edition covered the period December 2018 to August 2019 this issue will cover from August up to and include our December meeting and Christmas Party. This issue includes functions, news and points of interest with members' participation and upcoming events and activities for 2020. Again I am still looking for input from members.

See two very interesting articles attached. Read Ken Fuller's life and service on HMAS Australia during WW2 and Ray Sandford's address at the Scarpa Flow ceremony.

October Ladies Dinner

Yet again another very enjoyable Ladies Dinning In night held October 26 in the Gallipoli Room, Redlands RSL. Jim Kearns conducted a Trivia quiz with not so many naval related questions this year which made it a lot easier for us and resulted in a very tight finish. The raffles were also a huge success and thanks to those that donated and our members involved in sorting and wrapping. Big thanks also to those that helped set the room up. Our music provided by John. The highlight of the evening was a very entertaining and informative presentation by our guest speaker Captain Dr. Paul Luckin AM, CStJ, MB BCh, DA, FFA, MMedAnaesthesia, FANZCA, RAN.



Our guest speaker Captain Dr. Paul Luckin, his wife Gina and our senior member Ken Fuller

A very brief resume of Paul's extraordinary careers follows. Paul is a Brisbane-based Anesthetist and an expert on survival medicine and Search and Rescue.

Paul as a Captain in the Royal Australian Naval Reserve is a member of the Submarine Escape and Rescue Medical team, has served in Bougainville, East Timor, the Solomon Islands, in the Resuscitation and Retrieval Team for the victims of the Bali bombs, in the first medical team into Banda Aceh following the tsunami, and in Afghanistan.

Paul has lectured on courses in Accident and Disaster Medicine for Doctors, and is a Director of Red Cross Air Mercy Flights.

Paul teaches Search and Rescue at the state and national level and is on the directing staff of the National Police Search and Rescue Managers Course, and Chairman of Training Branch, St John Ambulance Queensland.

He provides advice on survivability during Search and Rescue operations to the Australian Maritime Safety Authority, and Police Search and Rescue teams across the nation, in PNG and the Solomon Islands.



Our Green Bank and Pine River NAA guests, lovely to see them year after year at our Dinner

Cadet Report

Both T.S Diamantina and T.S. Norfolk have again had a very busy year. There have been numerous staff and cadet changes and both units now comprise 20 plus cadets with a good mixture of male and female. The units are being supported by Bayside NAA directly, by liaison and financially during the year. John Tranter is now the liaison contact for Diamantina and Don Beer for Norfolk.

Numbers appear to be increasing however senior level cadets continue to age out.

Cadets from both units supported the Scarpa Flow celebration day at Jacks memorial.



Mixed cadets from the Moreton Flotilla parade at the Scarpa Flow ceremony

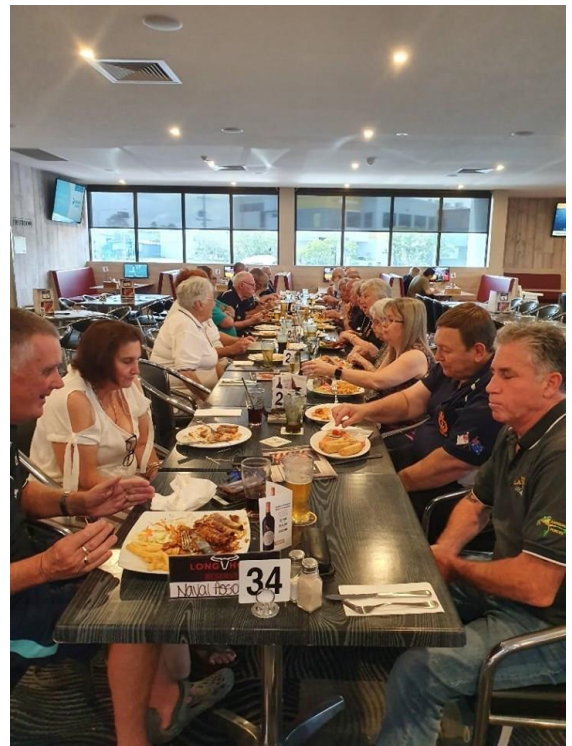
Golden Rivet - 19 October

Golden Rivet
Hosted by
Ipswich & West Moreton Sub-Section
Club Services Ipswich (CSI)
5a Lowry St, Nth Ipswich
19th October 2019
Registration is FREE!!!!
All teams to register by 10:30hrs.
Transports
If travelling by car, there will be plenty of parking.
If travelling by train, pickup can be arranged from Ipswich Train Station.
Just let us know!
Morning Tea provided, lunch is available from CSI Club.
For further information please contact Phil French - 0447-425-870.
Slight Change of Location within Combined Services Club
COMMENCING 10.30
Team members should now sign in at the car park and then proceed up stairs to the 1st floor.

Ray and Sandy Sandford attended this annual function conducted by the Ipswich and West Moreton Sub-section at the combined services club Ipswich. Ray reported a very enjoyable get together over a few games and meal. Members are encouraged to attend this activity in 2020.



Carpet Bowls, pool and darts



A feed to top the day off

WRANS Lunch - November

Bayside members, Trish Adams, Sue Palmer and Ellen Saxby attended the annual QLD-WRANS lunch at the Tattersall Club in Brisbane. A very enjoyable day enjoyed with lots of warries from a female perspective.





Second from left Ellen Saxby



left side Trish Adams, far right Sue Palmer

RSL Museum NAA Meetings

Our Monthly Sub-section meetings continue to grow and are well patronized, a good chance for members to hear NAA and other news, catch up with each other and enjoy a meal and a few drinks and even win a raffle. A big thanks to Kay and Ian for the varied and tasty meals they have produced throughout the year. Thanks also go out especially to the ladies and other members supporting Kay with the galley duties and the scullery party's for cleanup. Big thanks also to our raffle ticket sellers and Ian for drawing the winners. BZ

Did you know?

How many Carriers Australia has had?

Following the Second World War, the RAN began a policy of blue water operations built around an aircraft carrier. Two light fleet carriers were purchased from the Royal Navy, one of which, HMAS Melbourne, was modified with all the latest enhancements in carrier design. Melbourne continued as the RAN's flagship until 1982, when it

was planned to replace her with a STOVL carrier, again purchased from the Royal Navy. However, the sale of HMS Invincible was cancelled by the British Government after the Falklands War. Soon after, the Australian Government decided to end aircraft carrier operations.

- Majestic class
 - HMAS Sydney
 - HMAS Melbourne
- Colossus class
 - HMAS Vengeance

RAN Major Ships Decommissioned past 12 Months

- HMAS Darwin 9 Dec 2018
- HMAS Success 29 Jun 2019
- HMAS Newcastle 30 Jun 2019
- HMAS Melbourne 26 Oct 2019

HMAS Darwin Scrapping



What's left of HMAS Darwin on blocks in West Australia. In line with previous ships scrapped by this company they have offered Ships Plagues cast from the ships Gun Metal to previous ships company.



The fire was not a scrapping activity and did little damage

Heads up - if your eligible have you applied for the Australian Defence Veteran Badge



Ballina All Ships Reunion 15-16 November

Our numbers continue to grow at the Ballina NAA annual All Ships Reunion with nineteen members venturing south for the weekend. A very enjoyable presentation by the guest speaker Rear Admiral Bruce Kafer AM, CSC RAN.

The program included a Meet and Greet Friday evening, plus our annual Prawn, Beer and Mango Daiquiris Lunch at the Ballina surf club Saturday followed up with the Reunion dinner Saturday night. We all had an enjoyable weekend.

NAVY VETERAN

WHEN I WAS YOUNG, MANY YEARS AGO
I JOINED THE NAVY, WHY, I DON'T KNOW
I SERVED MY TIME, WITH HONOR, AND PRIDE
FOR THIS YOUNG BOY, IT WAS QUITE A RIDE
I WENT TO PLACES, I'D NEVER DREAMED
TIME WENT FAST, SO IT SEEMED
I MET PEOPLE, I'LL NEVER FORGET
AND SOME, I WISH I'D NEVER MET
BUT AS I THINK BACK ON THOSE DAYS GONE BY
MY SHIP, MY SHIPMATES, BRINGS A TEAR TO MY EYE
I DIDN'T KNOW IT THEN, NEVER GAVE IT A THOUGHT
BUT MY TIME IN THE NAVY, COULD NOT HAVE BEEN BOUGHT
I GUESS WE ALL FEEL THE SAME, AFTER WE'RE OUT
THE PRIDE WE FEEL, THAT'S WHAT IT'S ABOUT
HAVING SERVED OUR NATION, KEEPING IT FREE
PROTECTING OUR WAY OF LIFE, AND OUR LIBERTY
AND THE FRIENDS I MADE, ALONG THE WAY
WOULD I DO IT AGAIN? ANY DAY
AND TO ALL MY SHIPMATES, ANCHORS, AWEIGH...



Bayside Members



Judith and Brian Hill



And the RAN Band played on



Trish Adams



Jim (the dessert man) Kearns

SCARPA FLOW Commemoration Service 24 Nov, Jack's Memorial South Bank



Brian and Leigh Scotney





Ray Sandford with the Queensland Governor's representative and dignitaries

Sunday 24th November the Queensland Section commemorated Scapa Flow at Jack's Memorial QMM. In Attendance were Ray Sandford Qld Pres, Commander Peter Tedman Representative for Governor of Qld, Commander Gerry Savvakis CO HMAS Moreton, Hon Jackie Tradd State Member for Sth Brisbane and Deputy Premier. There were other organisations represented including Moreton Cadets Flotilla. All that attended had a great time and Bayside NAA were represented by Jim and Sue Kearns, Cathy Beadley, Pete and Barb Sellars, Col and Ellen Saxby, Graham and Jenny Hargreaves, Richard McMillan, Ian and Kay Cuthbertson, and Chris and Faye Robinson.



Chris Robinson, a proud representative for the Royal Navy Association



Cadets on Parade Jack's Memorial



Ray welcomes the Governors representative



Members Recipe- Thanks Del Jones Stuffed Portobello mushrooms



INGREDIENTS

- 4 large Portobello mushrooms
- 1 tbsp olive oil
- 1/2 onion chopped
- 4 cloves garlic minced
- 1/2 green bell pepper chopped
- 2 cups spinach chopped
- 4 cocktail tomatoes chopped
- 1/4 cup goat cheese crumbled
- 1/4 tsp salt or to taste
- 1/4 tsp pepper or to taste
- 1 tbsp hot sauce Frank's
- 1/2 cup breadcrumbs
- 1/2 cup mozzarella cheese shredded

INSTRUCTIONS

1. Preheat oven to 400 F degrees.
2. Carefully remove stems from mushrooms. Place the mushrooms stem side down onto a baking pan. Bake for 10 to 15 minutes until the water leaks out of them. Remove from the oven and using paper towels soak up excess water. Set aside.
3. Do not throw away the stems from the mushrooms but chop them up to be added to the stuffing.
4. In a skillet, heat the olive oil over medium heat. Add the chopped onion and garlic and saute for a couple minutes until the onion is translucent.
5. Add the green pepper and spinach to the skillet and cook for a couple more minutes. Add tomatoes, goat cheese, salt, pepper, mushrooms stems, hot sauce and breadcrumbs. Stir and cook for an additional couple minutes.
6. Stuff the mushrooms with the mixture equally. Top with mozzarella cheese.

Bake for about 10 minutes or until the cheese melts

Bayside Christmas Party 7 December



The December meeting and Christmas party were held on Saturday the 7^h of December in the Cleveland Lions Hall. A short meeting was conducted and that followed up with an enjoyable afternoon partaking in a few refreshments and a beautiful spread prepared again by our lady members. Thank those ladies and gents that sourced the victuals and refreshments and prepared the room and spread. Not to forget those that cleaned, washed and dried up, and cleared the room. Super BZ to you all.

With just fewer than 60 members attending space was at a premium. Limited air-conditioning and having one of the hottest December days ever recorded did not help. With Membership since increased consideration of other venue options for 2020 is on the agenda.



Kay and Barbara survey the ladies handy work

Hands to lunch



Date Claimers and Heads Up

2020

ANZAC Day

April 25

Join our NAA members at the Dawn Service and later for the Cleveland march. Drinks in the Gallipoli room follow the service. See your local media for times etc.

Ladies Lunch Redlands RSL

July 4

This activity subsidised to \$20 for members. Table booked for Lunch at the RSL Saturday 4 July at 1200. Numbers required by 30 June.

Dinning Inn Night

October 17

The annual Ladies night Dinner will be conducted on the **17 October** at the Redlands RSL.

The Dinner provides an opportunity for our NAA male members to recognize and say thank you to our partners and other female members.

The dinner has a very good reputation throughout the NAA association. As numbers are limited to 96, a word to the wise, book early. There will be a guest speaker and live entertainer. Numbers required by 30 September.

Remembrance Day

November 11

Redlands RSL Service in Cleveland, and other Redlands sites, check your local club news for service times and details.

Ballina All Ships Reunion

20-21 November

The annual subsidised weekend in Ballina is always a very enjoyable weekend. Meet and Greet Friday



night, Saturday evening a sit down dinner and entertainment with a guest speaker. More information will be provided.

Bayside Christmas Party

5 December

The December meeting and Christmas will be held on Saturday the 5th of December. Venue yet to be decided. The Christmas party will follow the (short) meeting which commences at 1100.

Your attendance/non attendance notification would be appreciated by 30 November please.



Vale

Sadly in July 2019 our ship mate Ken Fisher passed away.



Ken was very proud of his service both in the United States and Australian Navy's.

Many of our members attended a memorial service that was held in Cleveland and then joined Charlyn and family at the Cleveland bowls club after to remember Ken.

Rest in peace Ken

ANNEX

A bit of Naval History

Bayside NAA Senior Member

KENNETH. E. FULLER, ROYAL AUSTRALIAN NAVY.



Ken Fuller was born in the Great Depression on 18 August 1921 in Gladesville, NSW. He attended Petersham Primary before going on to Trinity Grammar. He was a physically active scholar with a gift for music, especially the pianoforte which culminated in him becoming an Associate of the Royal London College of Music.

On completion of schooling Ken worked for the Breville and Escada companies in the communications field and also with Australian Telephone and Cables. He later worked with NSW Railways as a clerk while learning shorthand and typing and also attended Charters Business School to study accounting.

After the outbreak of WW2, Ken's early attempts, as an only child, to join the Air Force were regularly thwarted by his proud and caring mother. Ken's pressure ultimately caused Mrs. Fuller to give way and she agreed to let Ken enlist for the war if he joined the Navy, provided that he did not get a job with one of those silly round hats.

Ken proudly joined the RAN on 30 December 1940 at HMAS Rushcutter as a Writer (without that round

hat). He worked in the recruiting office at Rushcutter for twelve months, during which time he and Irene were married. After persistently complaining about not being sent to sea he was drafted to Cerberus for a crash training course that ultimately lasted for only five days and consisted solely of his swimming test.

On completion of his Cerberus training he was sent to Garden Island to work in the Pay Office but remained restless to go to sea and fight for Australia. Such an opportunity arose, when HMAS Australia berthed at Garden Island. Ken was drafted to her on 15 February 1943, serving initially in the Captains Office. The ship was operationally active and commenced patrols along multiple East Coast anchorages. Australia then sailed south and west to escort the Queen Mary, Ile de France and Nieuw Amsterdam returning the Ninth Division to Australia in February 1943. Ken was now an integral part of the crew of HMAS Australia.

His ship returned to the East Coast and continued patrolling. Soon afterwards Ken suffered acute appendicitis. The offending part was removed and he was sent to Sydney to recover. Health restored, Ken transited on the Warramunga to re-join Australia off the east coast for operational patrols stretching from Port Moresby across to the Solomon Islands where

large scale Japanese landings by towed barges were being reported. Australia conducted searches in company with Hobart and squadron destroyers. The barges were not located but Hobart returned with a large hole from a submarine launched torpedo.

Ken transferred across the passageway to the office of the commander of the Australian Squadron, at that time Rear Admiral Victor Crutchley VC.DSC.RN and was promoted to Leading Writer on 1 October 1943.

The war progressed and Australia was dispatched to carry out a heavy bombardment on Cape Gloucester in order to create allied space in the approaches to New Britain before moving on to the Admiralty Islands. Here the entrances to Seeadler Harbour were heavily fortified. Following a two to three hour bombardment by Australian and USN ships the island was invaded and taken. Australia then went on to support the Allied Army in New Guinea where

the Japanese were actively retreating. This included the over the mountain bombardment of Hollandia (now the Papuan provincial capital of Jayapura) in April 1944.

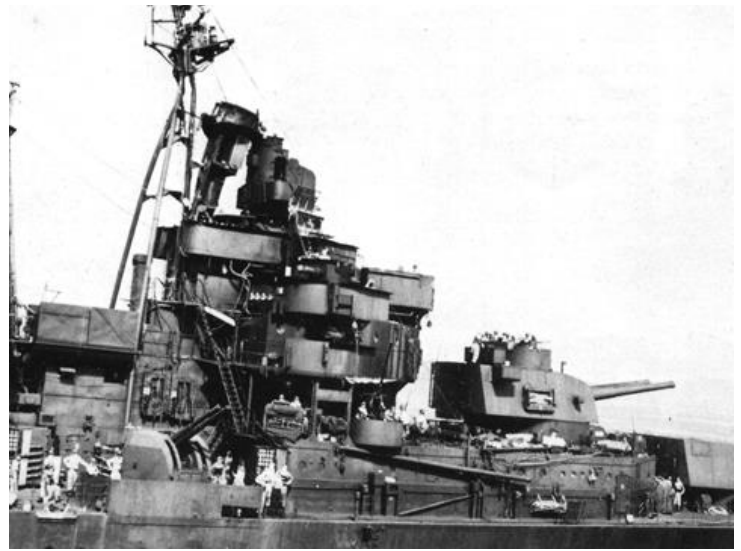
Mission again accomplished Australia was tasked to attack the island of Biak on 27 May 1944, as part of MacArthur's grand plan to retake the Philippines. While bombarding and patrolling off Biak, Australia came under heavy aerial attack and endured torpedo attacks during the night, while the Japanese continued to land via barges out of Borneo.



On 13 June, Commodore John Collins, CB became the first RAN officer to command the Australian Squadron. Ken continued to serve on the Squadron Commanders staff in operations in Australia off Northern New Guinea and in the same area in HMS Shropshire while Australia was in refit. Commodore Collins and his staff returned to Australia on 3 September and the ship led our national contribution to the force of some 600 allied ships assembled for the invasion of Leyte Island. Australia bombarded the Japanese shore defences particularly the air field, with great effect

At dawn on 21 October 1944 the ships weighed anchor at Leyte Gulf and shortly after a small squadron of VAL Japanese bombers attacked the Fleet. Ken Fuller was at his action station between the Compass Platform and the Starboard lookout position, as the action recorder, messenger and writer for Commodore Collins. Most of the aircraft were hit and destroyed but one lone plane, already on fire, powered towards Australia and struck the main mast aft of the bridge. The resultant fuel fire from the plane's tanks killed or seriously wounded many of Australia's bridge crew. Thirty crew including Australia's Captain, Emile Dechaineux, were killed and 59 were seriously wounded. Amongst the wounded were Commodore Collins and

Leading Writer Ken Fuller who had received significant fuel burns to the left side of his body.



Australia limped back to the Admiralty Islands and the wounded were landed on Manus Island for care in a USN hospital. After a week they were then transported to Sydney on the USS Calamares to be re-united with their families.

Ken was posted to HMAS Penguin while he recovered and then re-joined the Squadron Commander's staff ashore, being posted to HMAS Kuttabul until he was discharged from Rushcutter on 7 March 1946. He then worked in the retail clothing industry and was a successful business owner.

Ken retained his enthusiasm for active sports and attributes his longevity and good health to violent exercise and expanding his lungs. He had a great love for squash and tennis and won the NSW North Coast squash final at the age of fifty.

Ever mindful of his previous desire to join the RAAF, Ken went on to gain his own pilot's licence and took much pride in owning his own light aircraft for many years.

Now in his mid-nineties Ken continues with his love of fishing and is ever eager to expand and embellish on his success with the rod and reel.

Ken Fuller has survived his wife, Irene. He is the proud father of Robert and Kaye, Grandfather to Leonie and Victoria and Great Grandfather to John, Thomas, Ashleigh and Crystal.

SCARPA FLOW

By Ray Sandford

Good Morning Ladies and Gentlemen and fellow seafarers. My Name is Ray Sandford and I am President of the Queensland Section of the Naval Association of Australia.

Much has recently been made of the 100th anniversary of the cessation of the First World War in November 1918. The war to end all wars. But did November 1918 mark the end of all hostilities. Not so with the British Royal Navy and their settlements with the German Imperial Navy through the events that occurred at the British Naval anchorage of Scapa Flow in the Orkney Islands to the East Coast of Scotland.

So, picture if you will. It's late November 2018. The war is over, and the terms of the Armistice are slowly being put in place. Chief among the Allies concerns is the disposal and redistribution of the German High Seas Fleet of Battleships, Cruisers, Destroyers and a multitude of support vessels and Submarines.

Discussions about the fate of these ships continued laboriously at the peace conference in Paris. Amongst the Allies the French and the Italians wanted some of the ships for themselves, but the Americans did not approve and nor did the British who wanted them all destroyed.

The arrangements for the surrender were worked out a few days later by Admiral Sir David Beatty. The German Fleet of some seventy four ships was ordered to anchor on the Firth of Forth close to Edinburgh and it must have been a tense moment when these fully armed fleet steamed through the Firth in *line ahead* formation. But Beatty's ships were at action stations ready for anything the Germans might try. These concerns were unfounded, and Beatty then signalled that on anchoring the German flag was to be hauled down on all ships at sunset and not hoisted again without permission. This was indeed a depressing affront to any fighting force and the Germans felt it keenly.

For tactical purposes, a few days later, the German fleet was moved to Scapa Flow in the Orkneys to be interned until the Paris peace arrangements were settled. Four more German warships arrived in the next few weeks, making 74 altogether. The Fleet was manned by some 20,000 German seamen. Most of these seamen were gradually sent back to Germany and the caretaker crews that were left were forbidden from going ashore or visiting other ships. These orders were highly unpopular among

the German crews and the early seeds of derision and mutinous behaviour were being shown.

Food supplies arrived from Germany twice a month with plenty of cigarettes and alcohol. Some fraternising went on between the German and British seamen, to which the authorities sensibly turned a Nelsons eye. But the German officers had trouble in keeping control of their bored and mutinous men as the months of internment went by. The ignominy of defeat had set in and there began a festering mood among the German crews.

On June 17th, 1919 Admiral Ludwig Von Reuter the Senior German Officer afloat gave orders to prepare to simultaneously scuttle the fleet to prevent the British from seizing it. The British were planning to do the same on June 23rd to prevent any hostile rearming and returning the ships to German control. Von Reuters decision was based on the time list of action from the Versailles Armistice had lapsed and he was not informed of an extension to these terms.

Von Reuter's orders were followed, and scuttling preparations were secretively made. Then, on the morning of 21 June a beautiful and sunny midsummer's day, Von Reuter gave the order to scuttle. Most of the British fleet had sailed for North Sea exercises and thus provided a window of opportunity. All his ships hoisted the German flag and the seacocks, portholes, watertight doors, hatches and torpedo tubes were opened and the crews now totalling fewer than 2,000 men took to their lifeboats as the ships began to sink. There were reports of the tremendous hissing of steam, spouts of water and huge sucking and gurgling sounds. This surely was the death knell of any further German Naval High seas ambitions.

The British Navy was alerted by the spectacle of the widespread scuttling. The few British ships on guard in the harbour boarded some of the German ships to try to stop the scuttling. They towed some of them including Battleships and Cruisers into shallower waters and beached them or tried to force German sailors back onto their vessels. The two sides came to blows, leaving German casualties reported as nine killed and 16 wounded. It was the war's final death tally.

The Royal Navy regarded the scuttling as a blessing in disguise as it disposed of the question of how to redistribute most of the ships among the Allies. A situation they did not want to occur whereas Von Reuter and his German officers felt that their stain of defeat and surrender to the British had been erased.

Of the German ships, 52 were sunk, some of them with their upper works still visible above the water. The rest either stayed afloat or were beached and the islanders, in the traditional fashion, quietly helped themselves to anything useful.

The surviving ships were later divided up among the Allied navies. The sunken ones were left on the bottom and a few of them have remained there ever since to become a focus for diving expeditions. In the 1920s, however, salvage attempts started, and a swashbuckling young British scrap-metal dealer called Ernest Cox bought two sunken battle cruisers and 26 of the destroyers from the Admiralty and began operations to refloat them. He had divers patch holes in the hulls and then pumped air into them so that they could be towed away to yards at Rosyth and Lyness where they could be profitably broken up. He bought more ships later, but his task proved difficult and expensive. By 1931 he had managed to salvage more than 30 ships and decided he had had enough. Cox was known to his death in 1959 as 'the man who bought a Navy.'

Scapa Flow was a major turning point in German Naval ambitions to dominate the seas. The terms of the Armistice had been far reaching and it would take a monumental industrial effort to re-arm their armed forces especially their decimated and highly demoralised High Seas Fleet. The Armistice was designed to ensure that its terms were lasting and enforceable throughout the intervening war years. However, Germanic pride and prestige prevailed, and re-armament did occur on such a massive scale and became the prelude to the outbreak of the Second World War.

The German Navy would once again be launched and thus attempt to dominate the seas.